

43

different kinds  
of  
crackers, cakes, and biscuits  
are packed under the  
**POINSETA BISCUITS**

Trade-mark  
in  
Keep-Fresh Kartons  
made in Utah.



## NEW 100-POINT KISSEL-KAR PROVING ITSELF A MARVEL

The Motor a Departure, Scientific Reduction of Size of Parts  
—Crank Shaft Operates in Fahring Metal Bearings—  
Number of Carloads Coming.

There has been such great demand for the new 100-point Kissel-Kar that the Goodale Scoville company has found it necessary to order a large supply. A number of carloads of the new machine are on the way from the factory, and will be in the city in the course of a very short time.

The company is so well pleased with the 100-point car that it is anticipated the sales this year will exceed those of previous years. Members of the firm consider that a car of such make-up and attractiveness, will readily meet the eye of the automobile fancier, so that he will not rest until he is at the wheel of one of them. Not only is the car a thing of beauty but it is the strongest and best "safety first" auto on the road.

By a scientific reduction of the size of the parts and modification necessary to the construction of a lighter vehicle, the Kissel Motor Car Co., in its new Hundred-Point Six, has created a moderate priced car retaining the general principles of design and thorough workmanship which have characterized its previous models. The Hundred-Point is the smallest six that Kissel has brought out and sells for the lowest price, \$1095 for touring and roadster. The 4-32 and 4-36 and the 6-42 have been discontinued.

The bore of the Hundred-Point is 3.8 inch smaller than that in the 1915 model 42, while the stroke is 1.2 inch smaller. A 6-inch shorter wheelbase tends towards weight reduction throughout the chassis construction, in fact, the weight has been so reduced that three of 32 to 4 inches are sufficient to handle the load. The 42 of 1915 was equipped with 35 by 4 1/2-inch tires. It is economy to which the Kissel company is calling particular attention, this being due to the weight reduction, smaller motor and general refinements of design.

**SARGOL**  
THE  
FLESH BUILDER

Used successfully for eight years by the men and women who want to put on flesh and increase weight. Eat with your meals. Pleasant, harmless and inexpensive. Sold in Ogden by A. R. McIntyre Drug Co., and leading druggists everywhere.—Advertisement

## Crown Painless DENTIST

East side Washington Ave., over Wilcox Grocery, Phone 549.

WE ARE UTAH DENTISTS.

**\$8 GOLD CROWNS FOR \$5**  
**BRIDGEWORK FOR \$5**

Plates ..... \$5 up  
Fillings ..... \$1 up

## OUR OFFICERS AND DIRECTORS

are always willing and anxious to serve you.  
R. E. Hoag, President  
H. J. Peery, Vice President  
W. J. Parker, Vice President  
C. E. Kaiser, Vice President  
A. V. McIntosh, Cashier

W. H. Harris, Director  
M. V. Dooley, Director  
J. E. Dooley, Director  
Paul M. Lee, Asst. Cashier

UTAH NATIONAL BANK OF OGDEN

Southeast Corner 24th and Washington.

## THE POOR MEN'S FRIEND

## RESOLUTIONS PASSED BY THE GOOD ROADS CONVENTION

The closing session of the International Good Roads association, held last night in the Orpheum theater, was void of the enthusiasm which had characterized its previous meetings, due partly to the fatigued condition of its members, caused in part by a bounteous Ogden hospitality, but mainly to the absence of President McCalla and more than half of the delegates.

As the delegates were filing into the theater at 7:30, J. J. Croshaw, a delegate from Oxford, Idaho, remarked:

"Well, I've been invited to a big reception tonight, and this meeting on, too; I hardly know which to attend."

"They've certainly been rushing us with attractions since we've been here, haven't they?" added a nearby delegate from Pocatello.

"They sure have," concluded Mr. Croshaw, scratching his head, casting a guilty glance up the theater entrance and gliding away to the reception.

H. M. Rowe, the new president, also being absent, Mr. Theodore Turner, the vice president-elect, took charge of the meeting. He first gave the report of the committee on resolutions to investigate the Shackleford bill, now pending in congress, and several other matters of lesser importance.

The resolutions followed:

"Resolved, That the International Good Roads association, at its annual convention, held in Ogden, Utah, June 13 and 14, 1916, most earnestly request all the commercial clubs within the territory embraced in the states of Utah, Idaho, Montana, Nevada, Wyoming and Colorado, appoint a special committee of three to act in conjunction with the officers of this association in any and all matters coming before them for action."

"It is further resolved that a copy of this resolution be spread upon the minutes of the association and one sent to each of the commercial clubs within the above named states."

**Great Highway.**  
"Resolved, It is apparent that by the expenditures of a relatively small amount of money and effort, it would be possible to link Canada and Old Mexico by an automobile route traversing the intermountain states, that this route would be unexcelled in scenic grandeur and general interest; that its construction would give renewed impetus to the 'See America First' movement, and that it would greatly contribute to the general prosperity of the intermountain region. The most direct and all-weather route for such a road would be the one richest in interest, scenic beauty and comfort to the traveler. It would afford ready access to four state capitals: Phoenix, Salt Lake City, Boise and Helena; to two national parks, the Yellowstone and Glacier; to two proposed national parks, the Grand Canyon and Sawtooth; to the petrified forest, the Navajo Indian Reservation and the Canyon de Chelly in Arizona; the most fertile and productive valleys of Utah, the garden spot of Idaho, and the parts of Montana of the highest scenic attraction. The route proposed is briefly as follows:

"Douglas, Ariz., via Phoenix and Flagstaff to Kanab, Utah, Salt Lake City, Ogden, Pocatello, Boise, Garden Valley, Stanley, Salmon, Continental Divide, Missoula, Mont.; Klamath, Mont.; Glacier national park. The tourist desiring to visit Yellowstone would leave the highway at Pocatello, the distance from that point to the park being about 170 miles. From Boise the road will branch via McCall and Payette lakes to Spokane, Seattle and Vancouver, B. C. The new work required to establish an excellent road along this route across the continent totals 415 miles, and the estimated total cost of this work is roughly \$500,000. The forest service is now working toward the construction of 95 miles of the road necessary to make the international highway a possibility. The remaining 320 miles must be built by the states, counties and cities which would be benefited by the road. Be it

"Resolved, That, in view of the foregoing facts, this association strongly endorses the proposal to construct this international highway, along the route described, and pledges its hearty support toward the speedy completion of the project."

**Want Government Head.**  
"Whereas, Large areas in the states of Utah, Idaho, Colorado, Montana, Wyoming and Nevada have been withdrawn permanently from entry under any of the public land laws of the United States in and by the creation of forest reserves, and water reserves and power sites therein for the general national good, thereby forever diminishing the total possible privately

owned and taxable property in these states, and  
"Whereas, The states mentioned are entitled to just compensation for the loss in taxable property occasioned by such withdrawals. Now, therefore, be it

"Resolved, That it is the sense of this association that the representatives and senators from the states covered by our association be requested and urged to secure for these several states grants of lands under proper restrictions which shall be sold and the proceeds used in the construction of systems of co-related state and interstate highways therein, and that a copy of this resolution be placed in the hands of each of the members of congress from the said states, at the convening of congress in December, 1916."

**Favor Taylor Bill.**  
"Resolved, That this association request the national congress of the United States to segregate the bill providing for the construction of highways within or partly within forest reserves, known as the Taylor bill, from the so-called Shackleford bill, and to enact the Taylor bill."

**Good Roads Bill.**  
"Resolved, That the president of this association be and he is hereby authorized and directed to appoint a committee consisting of one member of the association from each of the states represented in the association, within thirty days, to prepare a plan or bill to be introduced in the congress of the United States, which shall be national in its scope, purpose and character, which shall bring about a close co-operation of the federal government and the various states for the construction and maintenance of a system of national roads, and that the said committee shall report the same to this association for its consideration at its next annual convention at Pocatello, Idaho."

"Resolved, That the members of the International Good Roads association, tender our sincere thanks to the mayor, city commissioners, county commissioners of Ogden for the royal entertainment given us during our stay in your city."

**A. G. Batchelder.**  
A. G. Batchelder was introduced as a warm friend of the good roads agitation and gave an address on "Weaving the States into a Nation."

David Matson, secretary of state at Salt Lake City, and former state road commissioner, was the next speaker. Being thoroughly acquainted with the construction of good roads and a hearty friend of the movement, his ideas were very instructive as well as interesting. He introduced a resolution to make the governors, secretaries of state, state road commissioners and other state officials honorary members of the International Good Roads Association.

Secretary Burton informed the delegates that such an action was unconstitutional and would require an amendment before it could be passed.

**CONCRETE ROADS ARE  
PRAISED BY ONE OF  
THE SPEAKERS**

W. F. Long gave a most interesting address on "Concrete Roads," as follows:

"Some people  
Call the farmer slow  
But that is not the case  
I know.  
For  
When I've told this tale  
You'll see that they're  
Progressive  
As can be!  
The road that runs  
Right by my place  
Has been for years  
A sad disgrace.  
In summer  
Teams could barely  
Creep through dust  
At least six inches deep;  
And later on  
When came the fall,  
Through muddy roads we'd strive  
To haul our produce  
And our grain to town  
And try  
To keep our temper  
Down.  
But more than once  
The air  
Was blue with swear words!  
Men mild-mannered too  
Would call on  
All the gods they knew  
And curse the road  
They struggled through.  
Until one day  
We farmers rose,  
Our minds made up,  
And on our toes demanded  
Of our County Board  
That our bum road  
Should be restored, graded,  
Leveled, straightened, fixed,  
Permitting travel  
To pass between our little town  
And various farms  
Without encountering  
Road alarms.  
Our good-road plea  
Just struck them  
Right.  
The end of their terms  
Was then in sight.  
They all were anxious  
To be re-elected,  
And so our plea  
Was not  
Rejected.  
The Board united,  
Every man investigated  
Style and plan.  
Macadam, brick  
And wood-block too.  
They soon decided  
Wouldn't do!  
The problem drove them  
To despair,  
They nearly wept  
Or tore their hair.  
At last one said,  
'Why not cement?'  
The problem solved, they were  
Content. They built

(Continued on Page 3.)

## "YES SIR! CADOMENE IS MY FRIEND" IT PROVED ITS WORTH---



Several years ago, at one time—when I was a nervous wreck, mentally and physically—I guess morally, too. It made a well man of me; and I was "down and out" as the saying goes. Why, I couldn't sleep, was weak, nervous, irritable, sick—the result of dissipation, hard work and worry, too, for after I realized my condition I did worry, any man would, or woman, either, if they found themselves in a similar condition. Well, "was like this, a friend of mine said: 'Look here, fellow, you can't go on like this, you'll be a dead man 'fore long,' and then he told me of Cadomene Tablets. I decided to 'try' Cadomene Tablets, but I had not much faith in them, for I had taken nearly everything I had ever heard of—all alike—they did me no good.

I can honestly say that I had only taken about 30 Cadomene Tablets when I could notice a change in my condition and then gradually my health came back. Every tablet I took seemed to advance and improve my condition, and every step taken was held, no sliding back.

Now I sleep, eat, enjoy life, have strength in my tissues, do not feel nervous any more, and the pains have disappeared from my head and back—all told I feel fine—a new man—able and glad to meet my duties, whether business, social or domestic. Life looks good now from every angle, and I owe my abounding strength, my keen enjoyment and my health to Cadomene Tablets, and I don't think I am overstating it when I say that Cadomene Tablets actually saved my life, for I could never have continued the way I felt, and it would not have been desirable to continue a life of blasted hopes and ambition and wholly devoid of energy.

IT'S GOOD TO BE ALIVE, and Cadomene Tablets are my best friend. They'll be YOUR BEST FRIEND, TOO, if your condition requires them.

I have told many fellow-men about Cadomene Tablets, and they are just as glad to know about them as I am.

Cadomene Tablets is a preparation which will supply proper strength and energy to the flesh and muscles of the body, and, at the same time, to the highly complex and delicate nervous system.

Don't put off using Cadomene Tablets (3 grain). You can't lose, for if they do not give complete satisfaction you may have your money back. Obtain of any live druggist in sealed tubes with full directions.

Russia leads the world in the production of flax fiber and Argentina of sisal.

**NOTICE OF INTENTION.**  
Notice is hereby given by the Board of Commissioners of Ogden City, Utah, of the intention of said Board of Commissioners to make the following described improvement, to-wit:

To create Twenty-third street between Wall and Washington avenues as a paving district and to pave the roadway therein with seven (7) inches of concrete, the building of all culverts, irrigation and drainage systems, the rebuilding and building of curbs, gutters, and sidewalks where necessary, also to construct six-inch sewer laterals and water service pipes from the main to the curb line at the expense of the individual owners opposite the lots or parts of lots or houses not now supplied with such connections, together with the necessary grading therefor, and all other things necessary to complete the whole in a proper manner according to the plans, specifications, and profiles on file in the office of the city engineer, and to defray the whole of the cost and expense of the abutting portion thereof by a levy of a special tax to be assessed upon the lots or pieces of ground within the following described district, being the district to be affected or benefited by such improvement, namely: All the land lying between the outer boundary lines of said street and a line drawn 50 feet back from and parallel to said outer boundary lines on both sides of Twenty-third street, between Wall and Washington avenues, being Lots 6 and 7, Block 32; Lots 6 and 7, Block 33; Lots 6, 7, 8, 9 and 10, Block 34; Lots 1 and 2, Block 37; Lots 1, 2, 3, 4 and 5, Block 38; and Lots 1 and 2, Block 39, all in Plat "A" of Ogden City Survey.

The estimated cost of each water connection is fifteen (\$15.00) dollars. The estimated cost of each sewer connection is twenty (\$20.00) dollars. The estimated cost as given below does not include the cost of constructing private sewer and water connections which are to be assessed against the property benefited in addition to the regular assessment.

The total cost of said improvement is estimated at twenty-four thousand (\$24,000.00) dollars.

All protests or objections to such improvement or to the carrying out of such intention must be presented in writing signed by the owners of abutting property describing the same

together with the number of abutting front feet and be filed with the City Recorder on or before the 17th day of June, 1916.

The Board of Commissioners at its first regular meeting thereafter, to-wit, the 19th day of June, 1916, will consider the proposed levy and hear and consider such protests or objections to said improvement as shall have been made.

By order of the Board of Commissioners of Ogden City, Utah.  
Dated May 24, 1916.  
(Signed) WALTER RICHEY,  
City Recorder.

Paving District No. 121.  
First Publication, May 24, 1916.  
Last Publication, June 15, 1916.  
Published in Ogden Standard.

**SHE EXPLAINS.**  
"It is impossible, Ferdie. I can't marry you."

"Then why did you let me make love to you?"

"Out of pure kindness of heart. I thought you needed practice badly."

**OUTCLASSED.**  
Fond Mother—You've been fighting again. Just look at your face and clothes!

Pugnacious Kid—Honest, mom, I ain't been fightin'. I never even got started.

**K. E. SMITH PURCHASES  
VULCANIZING  
BUSINESS**

"Tire repairing and vulcanizing is a business that requires the work of an expert, if the tires are going to last any time," said K. E. Smith of the Utah Tire Repairing company today, "and for that reason we are planning an educational campaign that will show the automobile owners exactly what this feature of automobile maintenance means to them."

"There are some repair experts in Utah, some men that know their business. There are some others. Now we are just asking that the automobile men look into things and see what

they are getting and how much it costs them."

K. E. Smith is now the sole owner of the Utah Tire Repairing company plant on Washington avenue, having closed a deal today with I. E. Peeble, formerly a partner in the business, by which he acquires the establishment. He has had 14 years experience in the tire repairing business, having started when there were only a few machines on the entire Pacific coast.

"I guess you'd say I've grown up with the autos," he said, "and I've stuck with them right along for a number of years. I know the automobile owners will be careful where they send their work when they realize eventual cost. The one desire of this company is to see that the repair and vulcanizing business goes to men who will save money for the automobile owners, not make automobiles and maintenance more costly."

**Today's Aid to Beauty**

An especially fine shampoo for this weather, one that dissolves and entirely removes all dandruff, excess oil and dirt, can easily be made at trifling expense by simply dissolving a teaspoonful of canthrox in a cup of hot water. Pour slowly on scalp and massage briskly. This creates a soothing, cooling lather. Rinsing leaves the scalp spotlessly clean, soft and pliant, while the hair takes on the glossy richness of natural color, also a stiffness which makes it seem much heavier than it is. After a canthrox shampoo arranging the hair is a pleasure.—Advertisement.

**SANITOL**

WEEK

JULY 2ND

**NEW BRIGHAM HOTEL**  
One block from depot, 24th and Wall. Rates 75c and up; reduced for permanent guests. Strictly modern and only fireproof in city.  
THEO. GORIE, Prop.

## LOW FARES EAST

FOLLOWING SPECIAL ROUND TRIP FARES FROM OGDEN

Chicago .....	\$58.00	Omaha .....	\$40.00
St. Paul .....	56.44	Kansas City .....	40.00
St. Louis .....	51.20	Memphis .....	60.00
Peoria .....	57.28	Denver .....	22.50

Colorado Springs ..... \$22.50

Pueblo ..... 22.50

**STOPOVER PRIVILEGES**

**DIVERSE ROUTES**

**TICKETS ON SALE**

June 14, 17, 21, 24, 28;  
July 5, 12, 19, 26;  
August 2, 9, 16, 23, 30;  
September 6, 13;  
Final Return Limit, October 31, 1916

**ATTRACTIVE TOURS TO BUFFALO, NEW YORK, BOSTON AND**

**EASTERN RESORTS**

**CIRCUIT TOURS VIA NIAGARA FALLS AND WASHINGTON**

For detailed information concerning rates, routes, train service and reservations, apply at

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